## Table 2-H-8
## Sacramento to Bakersfield – High-Speed Train Station Evaluation Matrix
## Stockton to Modesto Stations

**Station** = Station Carried Forward **Station** = Station Eliminated = Primary or Secondary Reason for Elimination

| Evaluation Criteria | Farmington Road | Downtown ACE | Stockton Airport |
|---|---|---|---|
| *Maximize Ridership/Revenue Potential.* | | | |
| **Travel Time** | Not Applicable | Not Applicable | Not Applicable |
| **Length** | Not Applicable | Not Applicable | Not Applicable |
| **Population/Employment Catchment** | 3 | 4 | 3 |
| *Maximize Connectivity and Accessibility.* | | | |
| **Intermodal Connections** | • Outlying location.<br>• Freeway access: ¼ mile from 99 Fwy on SR 4<br>• Street access: Distant from Stockton proper.<br>• Parking: unconstrained<br>• Transit: No service at present<br>• Other rail: Amtrak considering a consolidated Stockton station at site; if built, a good transfer station for East Bay destinations via San Joaquin | • Downtown location.<br>• Freeway access: SR 4 Crosstown freeway, then to I-5 and 99 Fwy, via city streets.<br>• Street access: on central city street grid.<br>• Parking: ample land opportunity in vicinity<br>• Transit: On city bus routes<br>• Other rail: shares site with ACE commuter rail station, present Amtrak San Joaquin to Sacramento | • Outlying location.<br>• Freeway access: Distant via county road.<br>• Street access: Distant from central Stockton, access via Airport Way.<br>• Parking: unconstrained, shared with airport<br>• Transit: Airport bus to city.<br>• Other rail:<br>• Airport: connects to limited commercial flights<br>• Airport ground facilities: rental car agencies |
| | 3 | 5 | 2 |
| *Minimize Operating and Capital Costs.* | | | |
| **Length** | Not Applicable | Not Applicable | Not Applicable |

| Evaluation Criteria | Farmington Road | Downtown ACE | Stockton Airport |
|---|---|---|---|
| **Operational Issues** | • On stopping track alignment<br>• Railroad interaction: along BNSF r-o-w, normal coordination | • On stopping track alignment<br>• Railroad interaction: just north of level crossing of BNSF and UP main lines in Valley. Coordination with ACE terminal operations at station site. | • On stopping track alignment<br>• Railroad interaction: just south of level crossing of BNSF and UP mainlines in Valley.<br>• Airport interaction: location must be coordinated to avoid clear zones of airport. |
| | 4 | 1 | 4 |
| **Construction Issues** | • Relatively straightforward, open-field construction at station.<br>• Approach track must cross 99 Fwy on long structure. | • Must be elevated or depressed through most of city, especially downtown, to coexist with street grid and with congested freight railroads to the south of site. Aerial alignment must contend with 4 Fwy, trench alignment must contend with water table issues. | • Station relatively straightforward, except for aviation constraints. Station stopping track uses same alignment as downtown station, must resolve all same issues. |
| | 4 | 1 | 1 |
| **Capital Cost** | Moderate. | High, due to central urban location and rail interaction issues. | Moderate at station site. Approach alignments more challenging. |
| | 4 | 1 | 2 |
| **Right-of-Way Issues/Cost** | Follows BNSF r-o-w. | City may use redevelopment powers to enhance land assembly and cost. | All new r-o-w to reach site. |
| | 4 | 2 | 3 |
| *Maximize Compatibility with Existing and Planned Development.* | | | |
| **Land Use Compatibility and Conflicts** | | | |
| Percent of Conflicting Existing Land Uses (Residences, Institutions, Recreational Areas, and Open Space) within Station Area | 17.98 | 54.61 | 16.18 |
| Primary Land Uses (acreage) within station area | Farmland/Agriculture (158); Industrial (255); Residential (90) | Commercial (107); Industrial (72); Institutional (104); Mixed Use (50); Residential (148) | Farmland/Agriculture (422); Institutional (81) |
| | 3 | 1 | 4 |

| Evaluation Criteria | Farmington Road | Downtown ACE | Stockton Airport |
|---|---|---|---|
| **Visual Quality Impacts** | | | |
| Percent of Visually Sensitive Existing Land Uses (Residential, Institutional, Recreational Areas, and Open Space) | 17.98 | 54.61 | 16.18 |
| Number of scenic corridor and scenic river crossings | 0 | 0 | 0 |
| | 3 | 1 | 4 |
| *Minimize Impacts on Natural Resources.* | | | |
| **Water Resources Impacts** | | | |
| Number of Natural Stream | 2 | 0 | 1 |
| Number of Wetland Crossings | 2 | 0 | 0 |
| Total Acreage of Wetlands within Station Area | 1.03 | 0 | 0 |
| | 1 | 5 | 4 |
| **Floodplain Impacts** | | | |
| Number of FEMA Floodplain Crossings | 4 | 0 | 2 |
| Total Acreage of FEMA Floodplain Crossings within Station Area | 6.81 | 0 | 289.85 |
| | 3 | 5 | 1 |
| **Threatened & Endangered Species Impacts** | | | |
| Count of Species | 1 | 0 | 0 |
| Acreage of Sensitive Habitat within Station Area | 0 | 0 | 0 |
| | 1 | 5 | 5 |

| Evaluation Criteria | Farmington Road | Downtown ACE | Stockton Airport |
|---|---|---|---|
| *Minimize Impacts on Social and Economic Resources.* | | | |
| **Environmental Justice Impacts (Demographics)** | | | |
| Minority Within 1,400' Buffer – 1990 Population | 0 | 7172 | 2036 |
| Low Income Within 1,400' Buffer – 1990 Households | 0 | 134 | 0 |
| | 5 | 1 | 4 |
| **Farmland Impacts** | | | |
| Total Acreage of Important Farmlands Within Station Area (Prime, Unique, and Statewide Importance) | 277.51 | 0 | 503.02 |
| | 3 | 5 | 1 |
| *Minimize Impacts on Cultural Resources.* | | | |
| **Cultural Resources Impacts** | | | |
| Number of National Register Resources Within Station Area | 0 | 2 | 0 |
| | 5 | 1 | 5 |
| **Parks & Recreation/Wildlife Refuge Impacts** | | | |
| Count of Parks/Recreation Areas | 0 | 1 | 0 |
| Total Acreage Parks/Recreation Areas in Station Area | 0 | 2.96 | 0 |
| | 5 | 1 | 5 |

| Evaluation Criteria | Farmington Road | Downtown ACE | Stockton Airport |
|---|---|---|---|
| *Maximize Avoidance of Areas with Geologic and Soils Constraints.* | | | |
| **Soils/Slope Constraints** | | | |
| Not a Distinguishing Factor | | | |
| **Seismic Constraints** | | | |
| Not a Distinguishing Factor | | | |
| *Maximize Avoidance of Areas with Potential Hazardous Materials.* | | | |
| **Hazardous Materials/Waste Constraints** | | | |
| Not a Distinguishing Factor | | | |

1 2 3 4 5

**Least Favorable** **Most Favorable**